

Milano Serravalle-Milano Tangenziali SpA

Company Overview



movimento | sviluppo | sicurezza | cultura

Company Profile

Milano Serravalle – Milano Tangenziali S.p.A. manages an infrastructural network serving the Milan and Lombardy area, one of the most important axis of the Italian motorway networks. The Company, headquartered in Assago, is the concessionaire until 2028 of the A7 motorway section from Milan to Serravalle Scrivia and the Milan ring-roads (West, East and North).

The total length of the system is over 180 kilometres of motorway that carries, as an average, more than 500.000 vehicles every day.

Established in 1951, Milano Serravalle is driven by making the network it manages increasingly efficient and safe and cooperating, with other infrastructural players, to redesign a metropolitan and regional road infrastructure that provides an investment plan of about 8 billion euros.

History

1951	Set up of Autostrada Serravalle – Milano – Ponte Chiasso SpA
1956	Signature of the convention for the construction and operating of Serravalle Scrivia – Milano section
1960	A7 motorway from Milan to Serravalle Scrivia entirely feasible
1963	Signature of the convention with ANAS for the construction of Milan West Ring Road A50
1967/68	Milan West Ring Road A50 completed and directly connected with external main roads
1969	Star up of construction works for Milan East Ring Road A51
1971/75	Milan East Ring Roads A51 completed and main part of the networks upgraded to 3 lanes
1989/94	Construction of Milan North Ring Road A52
1990	A7 extended to reach Milan, Piazza Maggi
1992	Management of the Bereguardo-Pavia link road taken. Extension of A51 up to Usmate
1991/94	Construction of Pavia Ring Road
1998	Construction of Lentate sul Seveso bypass-road
1999	Signature of a new Convention with ANAS
2007	Signature of the “Unique Convention” with ANAS
2008	Construction of the last remaining roadways connecting the Rho-Pero Trade Fair Centre on the A50
2009	Widening of the A7 to three lanes

Il Gruppo

SOCIETA' PARTECIPATA	CAPITALE SOCIALE	PARTECIPAZIONE
MILANO SERRAVALLE ENGINEERING S.r.l. www.msengineering.it	€ 300.000	100,00%
AUTOSTRADA PEDEMONTANA LOMBARDA S.p.A. www.pedemontana.com	€ 268.361.000	76,42%
TANGENZIALI ESTERNE DI MILANO S.p.A. www.temspa.it	€ 220.334.608,25	18,80%
CONFEDERAZIONE AUTOSTRADE S.p.A. www.confautostrade.it	€ 6.000.000	16,67%
SA.BRO.M. S.p.A. www.broni-mortara.com	€ 28.392.000	13,21%
AEROPORTO PROVINCIA PAVIA RIVAZZANO S.r.l.	€ 1.487.246	14,07%
AUTOSTRADE LOMBARDE S.p.A. www.autostradelombarde.it	€ 467.726.626	2,78%
A4 HOLDING S.p.A. www.autobspd.it	€ 134.110.065,30	4,67%
CIV - COLLEGAMENTI INTEGRATI VELOCI S.p.A.	€ 12.200.000	5,00%
CONSORZIO AUTOSTRADE ITALIANE ENERGIA	€ 107.112	1,50%
BREBEMI – SOCIETA' DI PROGETTO – S.p.A. www.brebemi.it	€ 332.117.693	0,39%
TANGENZIALE ESTERNA S.p.A. www.tangenziale.esterne.it	€ 464.945.000	0,39%

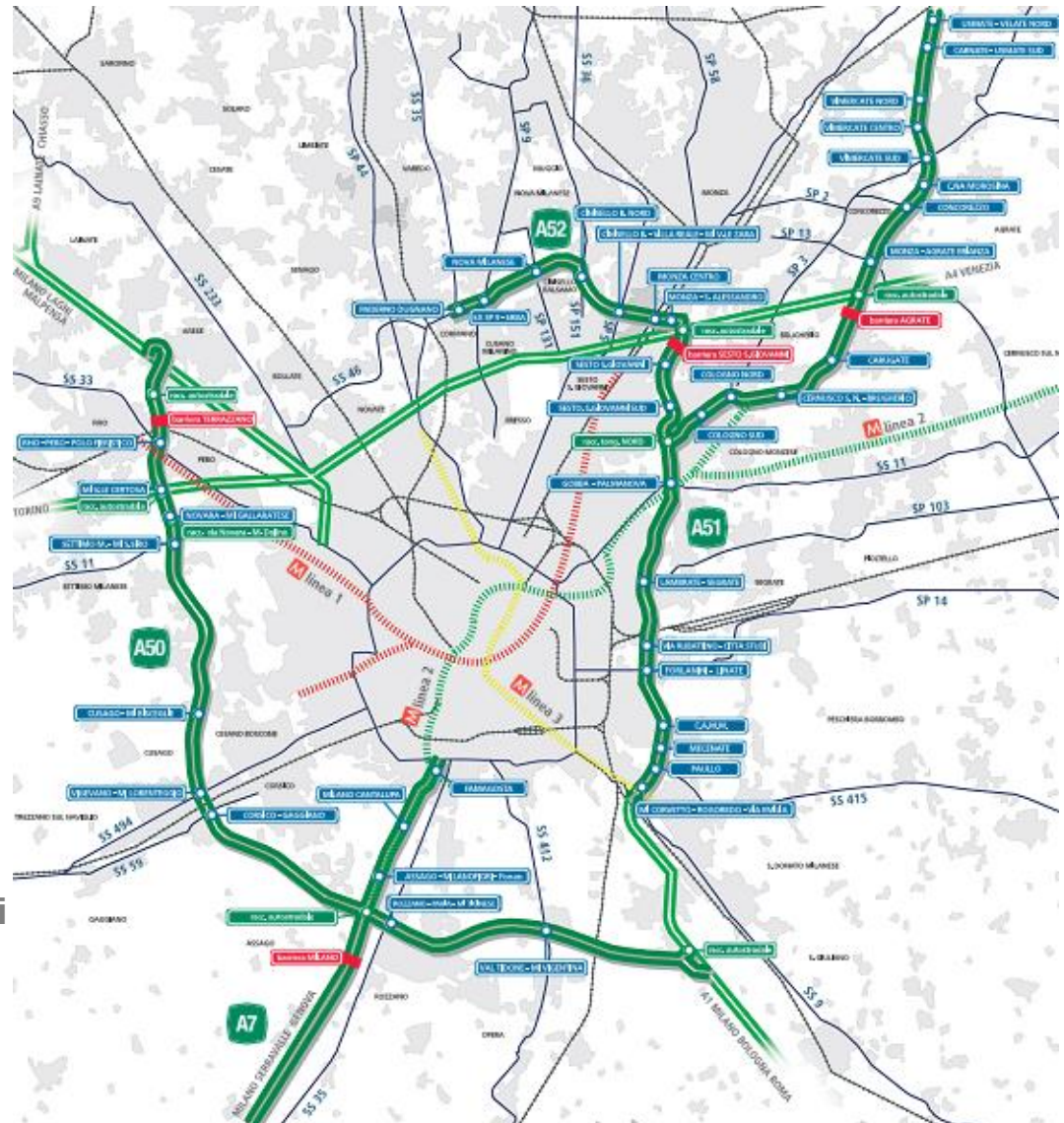
The motorway network: Milan Ring Roads

A50 MILAN WEST RING ROAD
Km 33

A51 MILAN EAST RING ROAD
Km 29,4

A52 MILAN NORTH RING ROAD
Km 12,9

A7 MOTORWAY MILAN P.za Maggi
– SERRAVALLE SCRIVIA
Km 86,3



The motorway network: A7

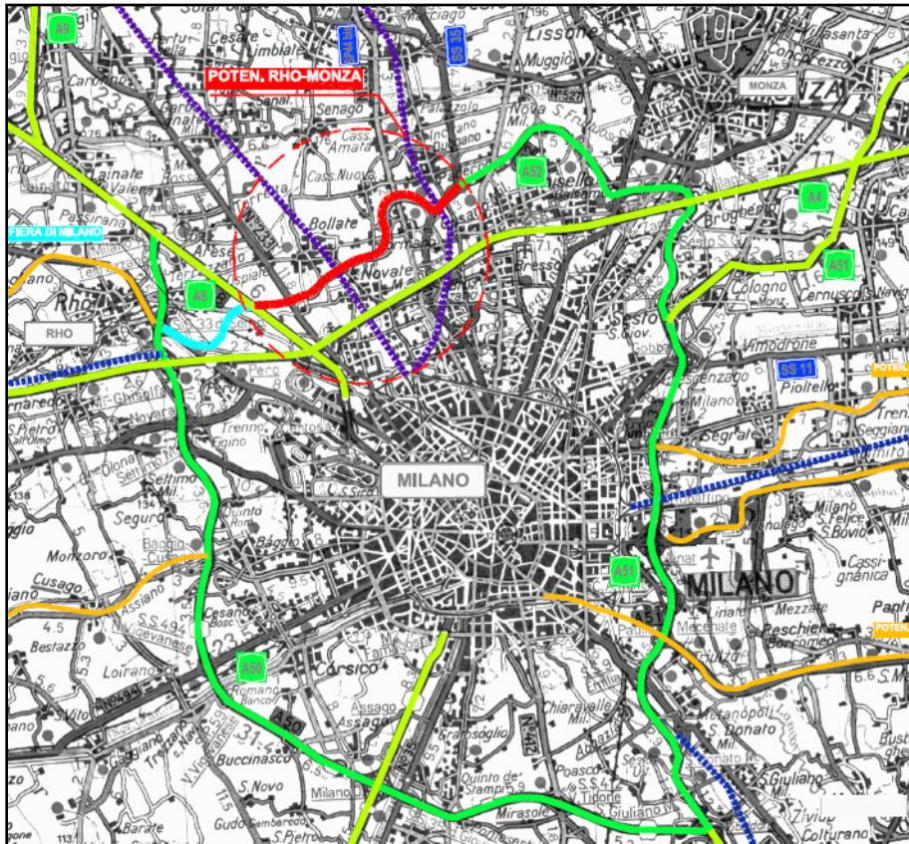


MOTORWAY
MILAN P.za Maggi – SERRAVALLE
SCRIVIA
Km 86,3



New investments on the motorway network

New investments: *the RHO-MONZA riqualification to highway standards (investment value about 200 MM€)*



The Rho-Monza in the upgrade of an existing road to a new one with highway characteristics. It will connect the A52 to the A50 completing the big ring around the city of Milan.

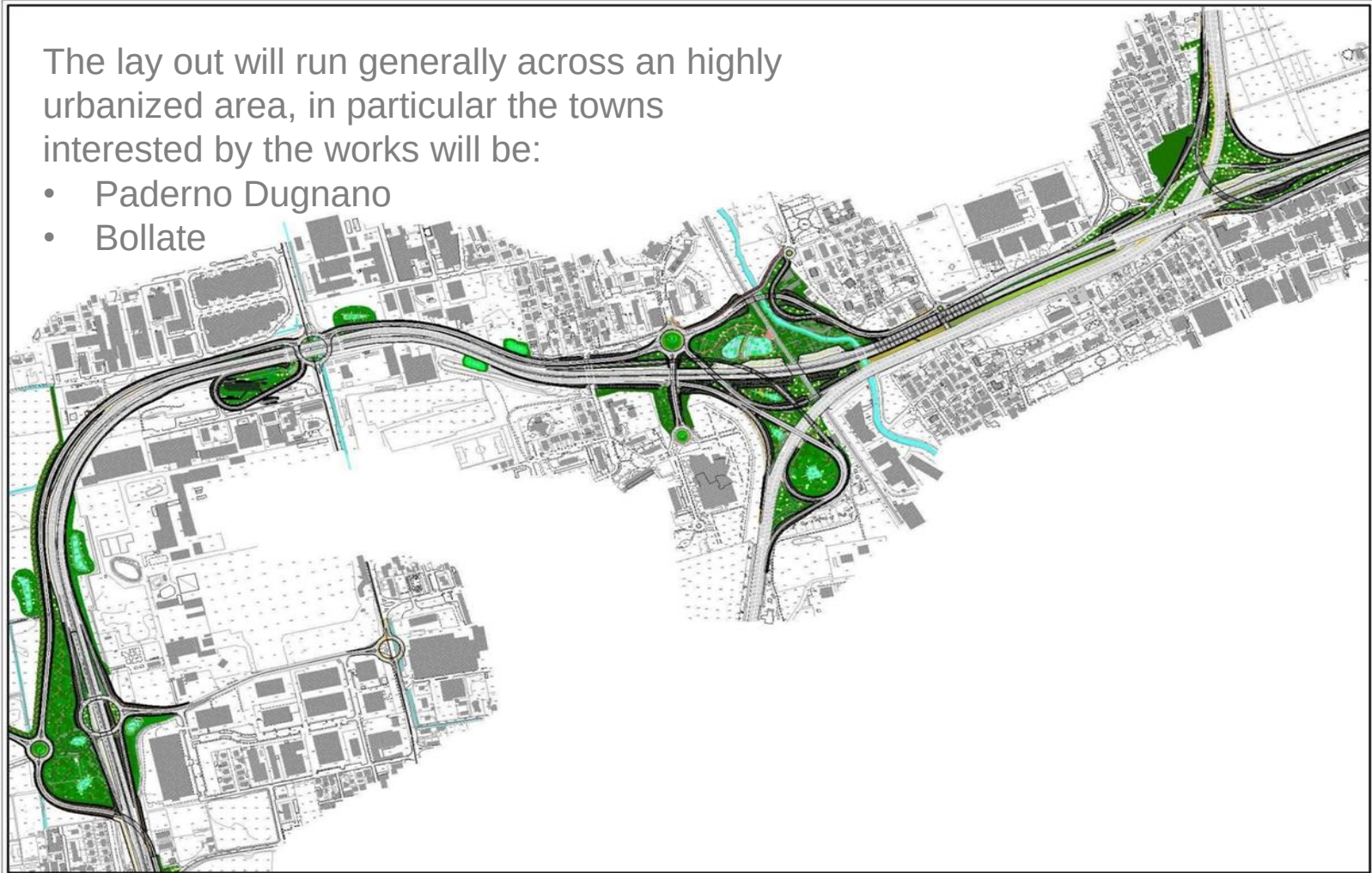
The new infrastructure will be a valid alternative to the urban section of A4 Milano-Venezia Highway, giving an important support to the traffic moving in the est-west direction.

Serravalle will be responsible for realization and operation of the red section (lotti 1 and 2)

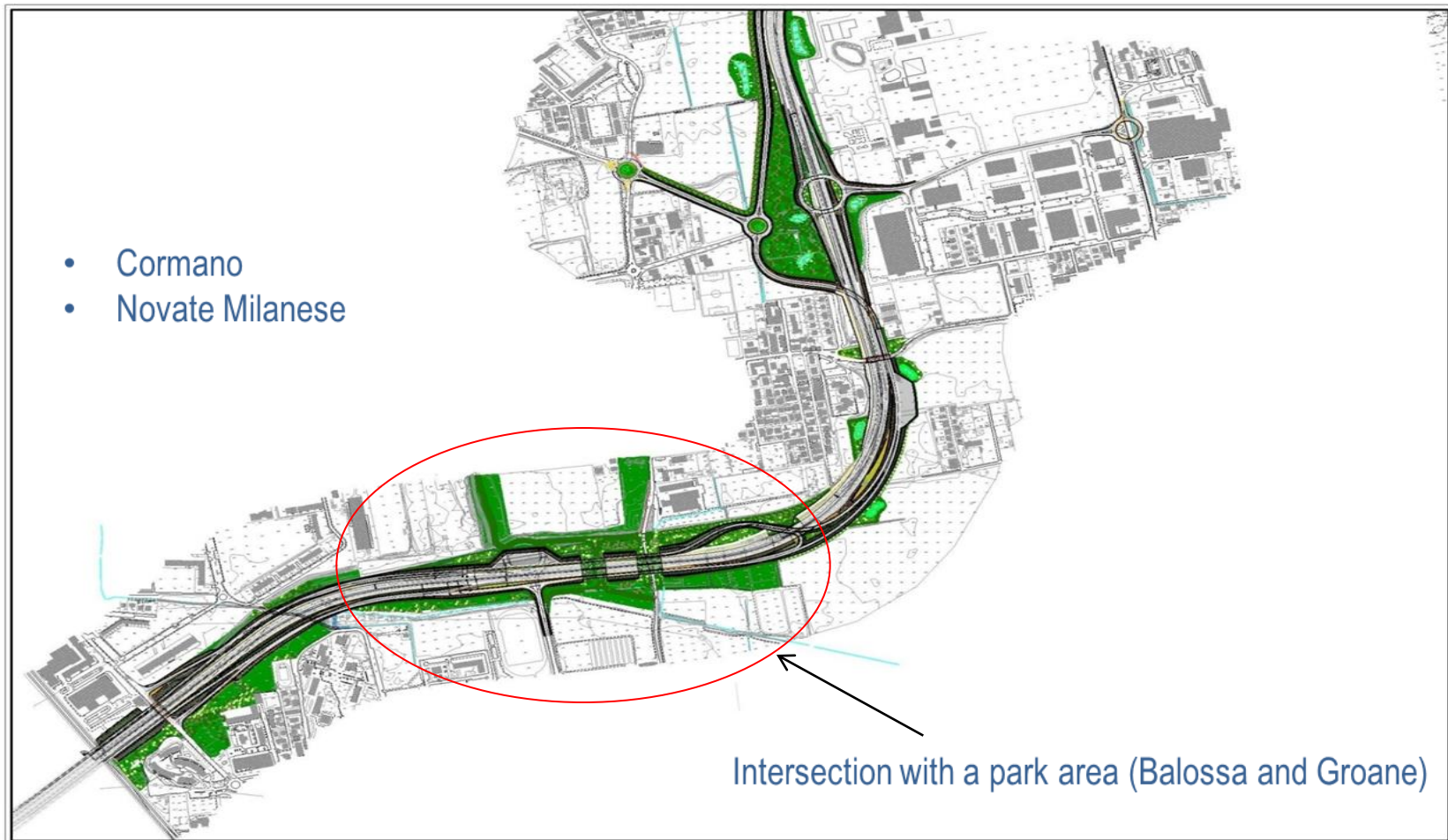
New investments: the RHO-MONZA riqualification to highway standards

The lay out will run generally across an highly urbanized area, in particular the towns interested by the works will be:

- Paderno Dugnano
- Bollate



New investments: the RHO-MONZA riqualification to highway standards



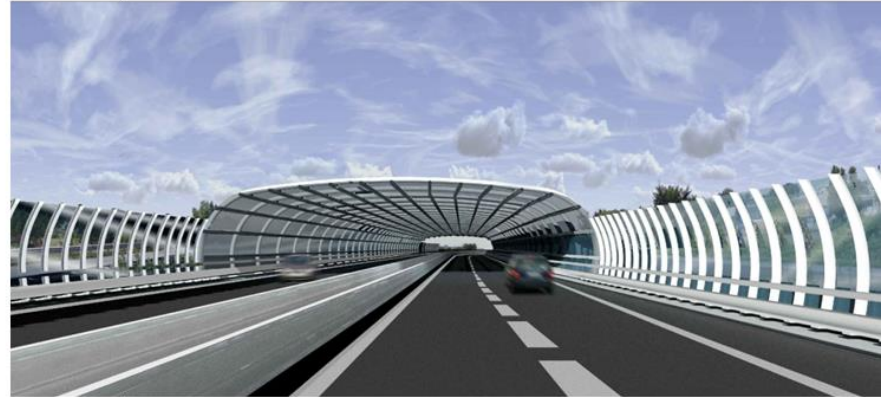
New investments: the RHO-MONZA riqualification to highway standards



The design has been focused to minimize the impacts over the environment and the inhabitants: i.e. the Paderno Dugnano segment will be covered by a «*fonic tunnel*».

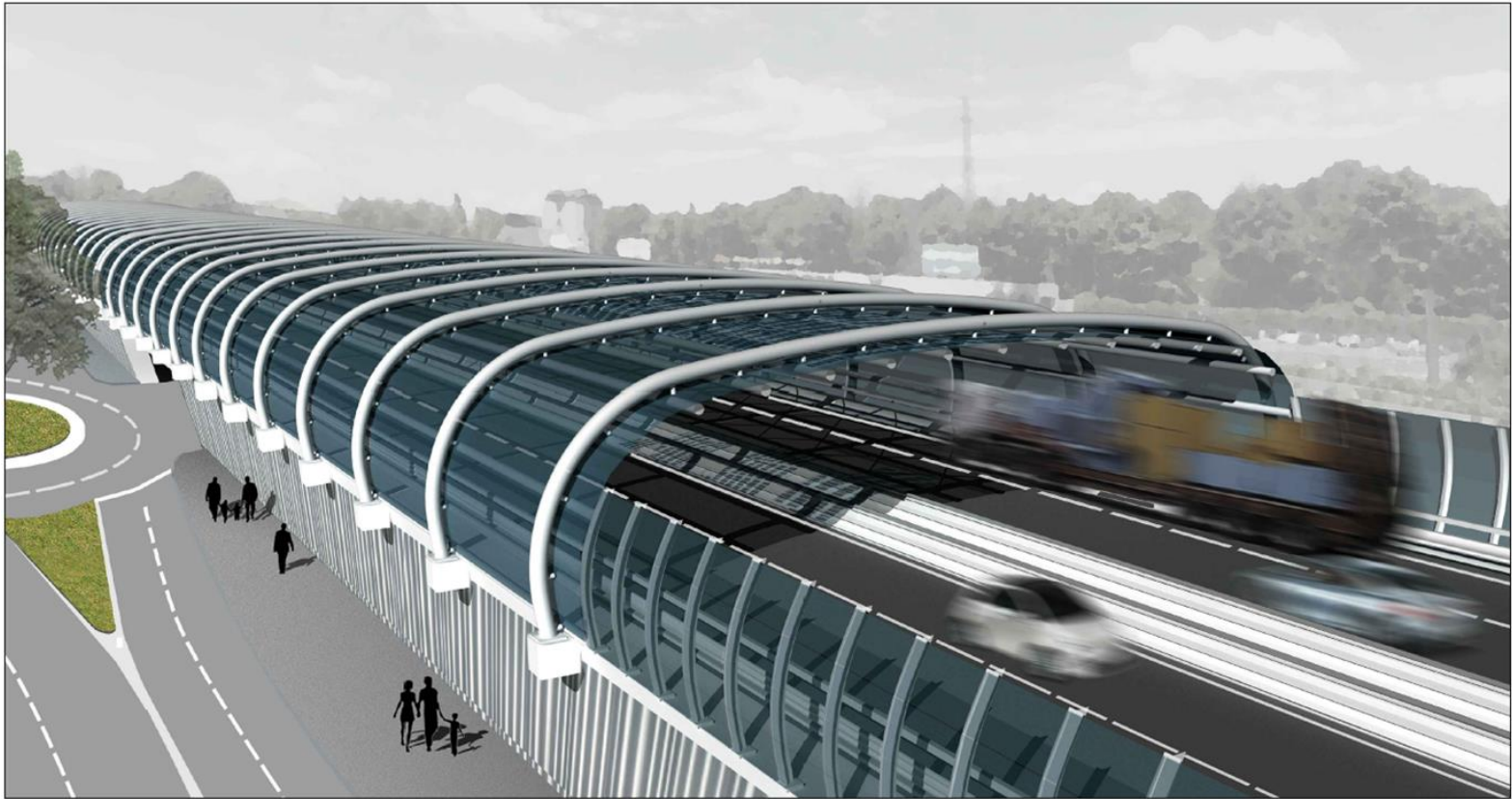
Over the structure of the tunnel will be placed a number of photovoltaic panel to produce part of the energy needed to the street lighting.

New investments: the RHO-MONZA riqualification to highway standards



Rendering of the *fonic tunnel* in Padeno Dugnano area

Rendering of the fonic tunnel in Paderno Dugnano area



the fonic tunnel from outside

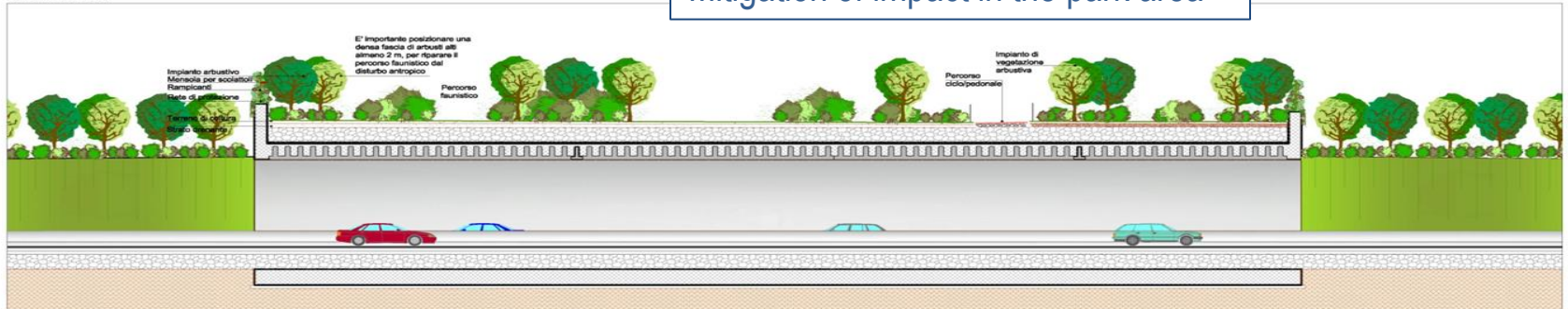
New investments: the RHO-MONZA riqualification to highway standards

Stralcio planimetrico



Sezione A-A

Mitigation of impact in the park area



New investments: the RHO-MONZA riqualification to highway standards

Fotosimulazione - PLIS della Balossa - Ante operam vista Est



Fotosimulazione - PLIS della Balossa - Post operam vista Est



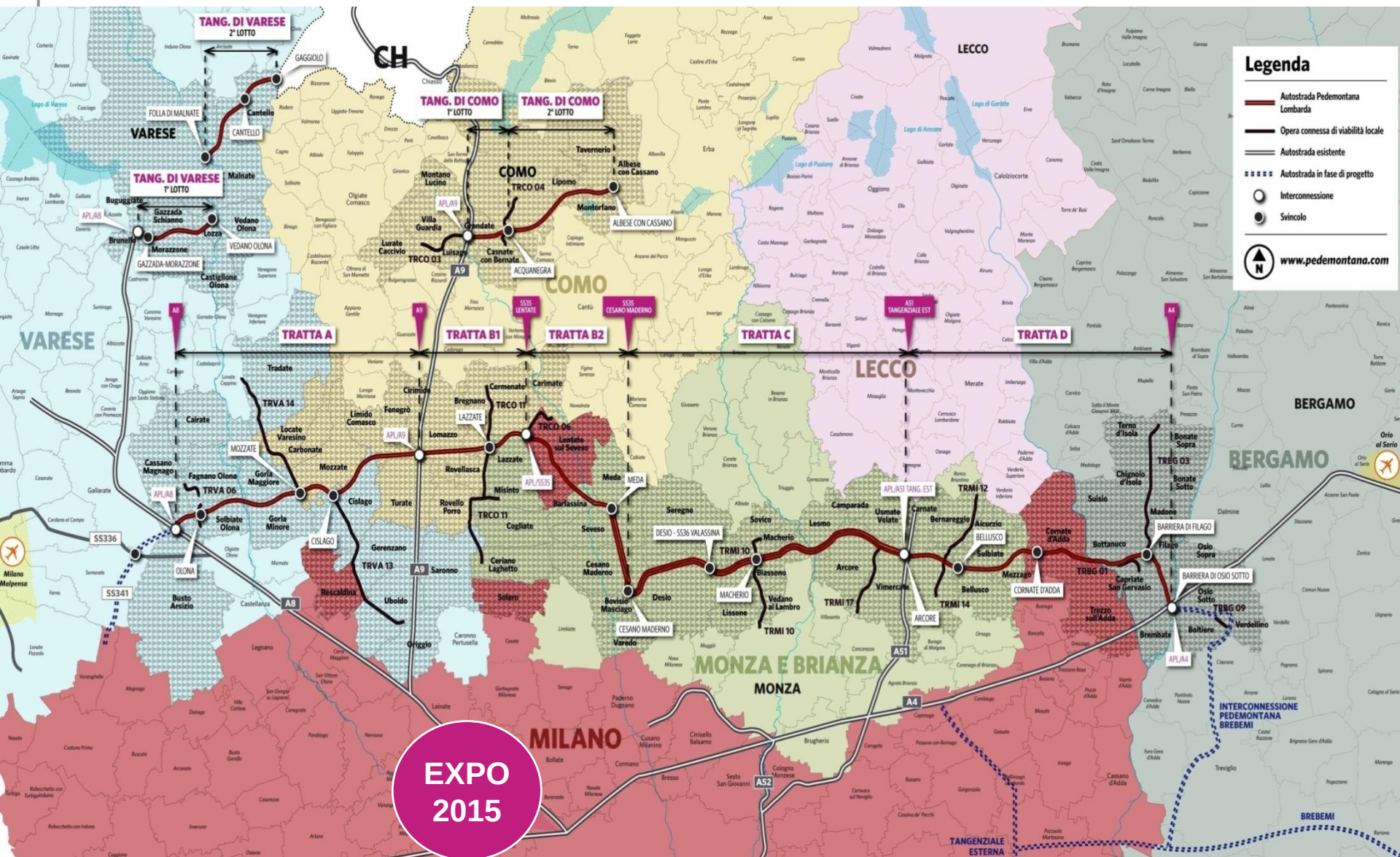
Ante operam and rendering of the new highway



**Autostrada
Pedemontana
Lombarda**

IL TRACCIATO

**Autostrada
Pedemontana
Lombarda**



Legenda

- Autostrada Pedemontana Lombarda
- Opera connessa di viabilità locale
- Autostrada esistente
- Autostrada in fase di progetto
- Interconnessione
- Svincolo

www.pedemontana.com

**EXPO
2015**

**milanoserravalle
milanotangenziali**

157 km TOTAL LENGTH OF THE SYSTEM of which

- ✓ 87 km of motorway (main axis plus the bypasses at Como and Varese)
- ✓ 70 km of local road system

Number of lanes

- ✓ 18,5 km of 3-lane motorways in each direction (from Meda to Vimercate)
- ✓ 68,5 km of 2-lane motorway/bypass in each direction
- ✓ 70 km of single-lane local road system in each direction

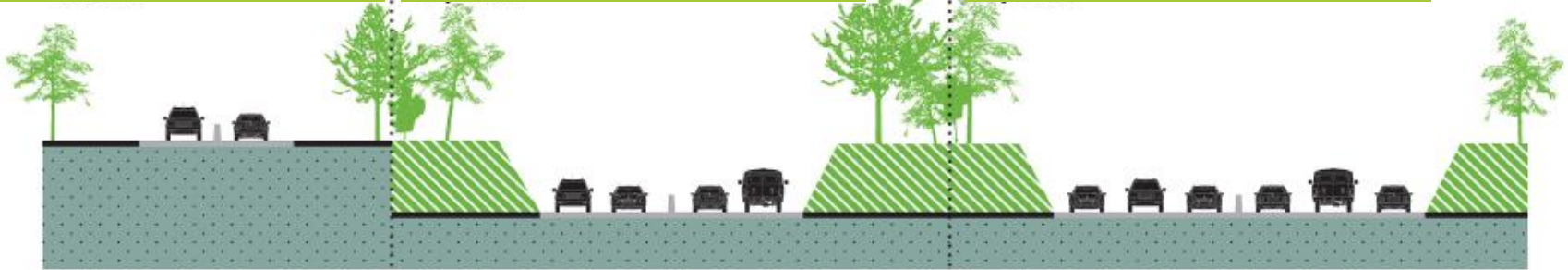
LAYOUT OF THE PEDEMONTANA LOMBARDA MOTORWAY

Numbers of lanes

Local road system: 70 km
3 –lane motorway

Motorway: 68,5 km
2 –lane motorway/bypasses

18,5 km motorway of 3-lane
motorways in each direction



TYPES OF LAYOUT. The 67 km of motorway is laid out as follows:

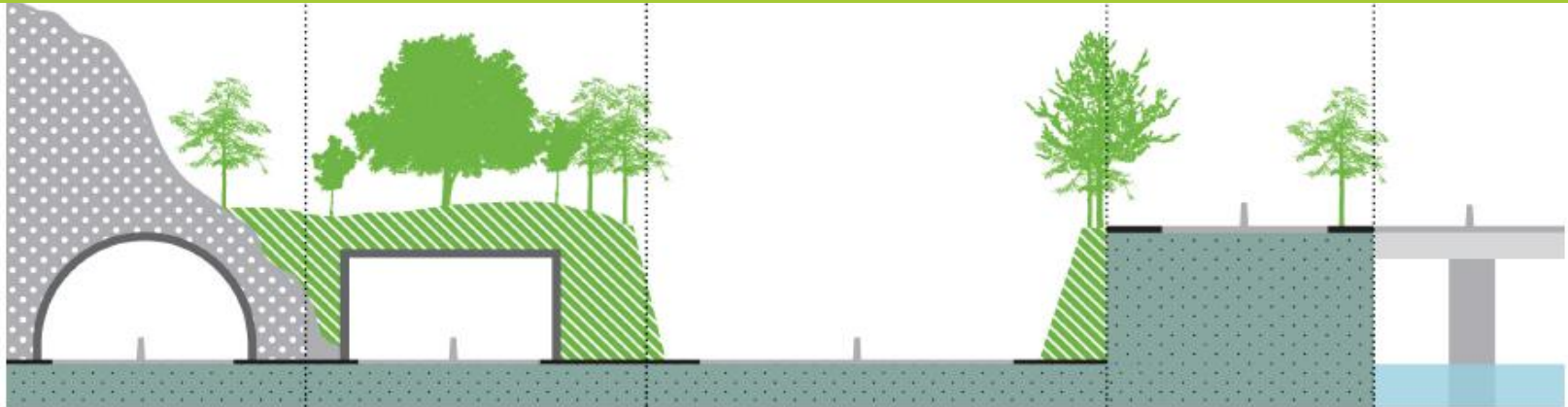
3 km natural tunnels

11 km artificial tunnels

31 km below ground level

17 km above ground level

5 km bridge/viaduct



Pedemontana traffic conditions: the «sponge effects»

The results of the studies carried out on the traffic scenarios confirm that the Pedemontana Lombarda Motorway is the «road we have been waiting for»: it will reduce travelling times, favouring social and economic exchanges and development, in the richest, most productive area Lombardy.

The motorway will be used each day by an average of over 60,000 vehicles, meaning shorter travelling times and positive effects on the local road network.

Almost all of the traffic will mainly be eliminated from the existing road network, so reducing the pressure and removing the need to drive through the populated centres that are tending to become more and more congested.

The «sponge effect» will allow the Pedemontana Motorway to finally absorb the traffic, removing almost 100,000 vehicles a day from the local road system.

The value of the investment is about € 4,9 billion

- 2008** development of the definitive design
- 2009** approval of the definitive design
- 2010** work begins on sites in section A and the Como and Varese bypasses
- 2014** section A and the Como and Varese bypasses to be opened to traffic



TEEM

Tangenziale Est Esterna di Milano
Milan External East Ring Road

THE PROJECT

July 2012



NEW MILAN EXTERNAL EAST RING ROAD (TEEM)

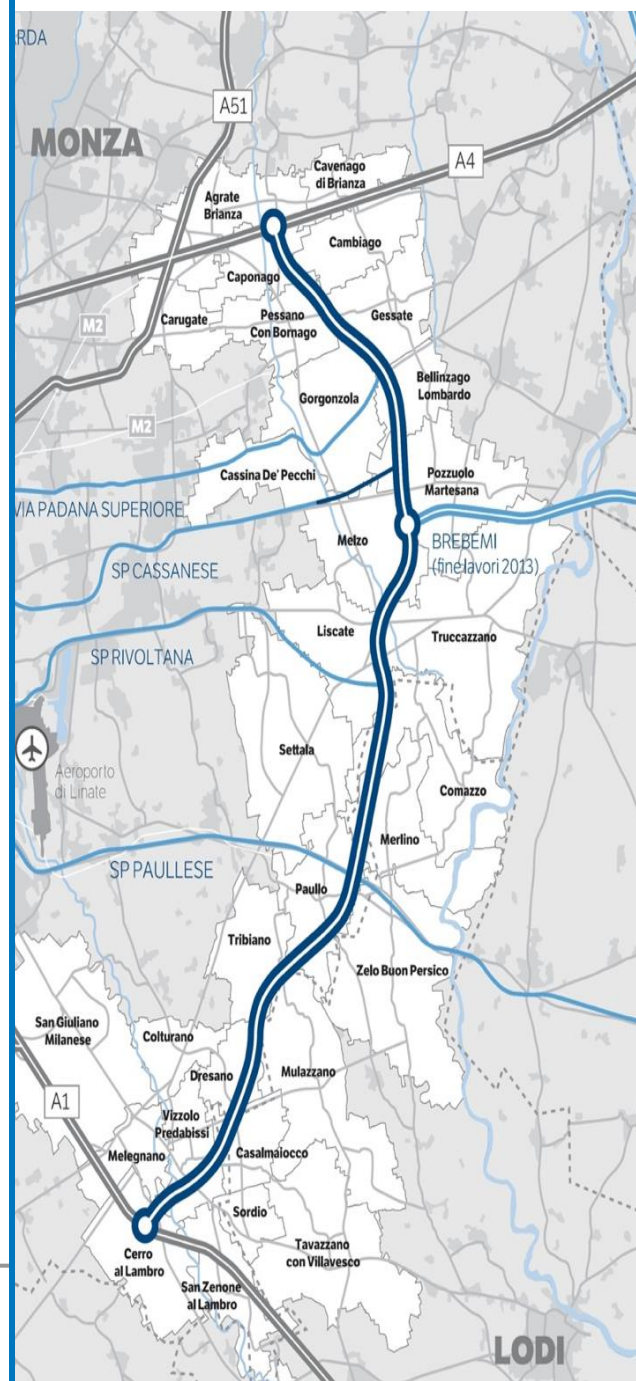
32 km of new ring road
3 lanes in each direction + emergency lane

2 interconnections with Italy busiest highways
A4 (Turin-Venice) - A1 (Milan-Bologna)

1 interconnection with the newly built Brebemi
«Direttissima Brescia-Milano»

6 tollgates
Pessano con Bornago, Gessate, Pozzuolo Martesana, Liscate, Paullo, Vizzolo Predabissi

70 thousand vehicles average per day





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For any further information, please contact External Relations Office:

Cosetta Cielo

ccielo@serravalle.it – comunicazione@serravalle.it

T +39 02 57594416

www.serravalle.it